PARCEL TO PARCEL LINKAGE PROGRAM

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BOSTON REDEVELOPMENT AUTHORITY

JULY, 1986

NOTICE

CHINATOWN SCOPING MEETING FOR DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE KINGSTON/BEDFORD-ESSEX STREET PROJECTS

Josiah Quincy Elementary School
885 Washington Street
MONDAY, JULY 28 - 6:00 P.M.

ROXBURY SCOPING MEETING FOR DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE PARCEL 18 PROJECT

Haynes House
727 Shawmut Avenue
TUESDAY, AUGUST 5 - 9:30 A.M.

LETTER TO THE COMMUNITY

BOSTON
REDEVELOPMENT
AUTHORITY

Raymond L. Flynn
Mayor

Stephen Coyle
Director

One City Hall Square
Boston, MA 02201
(617) 722-4300

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July 25, 1986

Dear Residents of Chinatown and Roxbury:

On behalf of the City of Boston, the State of Massachusetts and the MBTA, we urge your continued participation in the community review process related to the Kingston-Bedford-Essex and Parcel 18 projects. For several months officials representing Mayor Flynn and Governor Dukakis have been collaborating with residents of Chinatown and Roxbury in discussions of development plans which will bring new vitality and economic opportunity to these two communities.

Much has been accomplished by these initial discussions. But now we are beginning to move to a new phase of this community review, the environmental review process. We know that these plans for Roxbury and Chinatown can only achieve success if there is community input. And so, we invite you, as we begin the environmental review process, to work with us in helping to establish the ground rules for future development. It is at this juncture, that we can shape these projects so they produce maximum benefits for the respective communities.

Mayor Flynn and Governor Dukakis share my hope that you will join us in this review process. The contributions you make will help bring new benefits to your community in the future.

Sincerely,

Stephen Coyle,
Director

Mayor Flynn, Governor Dukakis Secretary Anthony of Communities and Development, BRA Director Coyle

FIRST STEPS

OFFICIAL BEGINNING OF PARCEL TO PARCEL LINKAGE PROJECTS

The Boston Redevelopment Authority recently took an important step in advancing the first parcel to parcel linkage program by filing Environmental Notification Forms (ENFs) for the Parcel 18 and Kingston-Bedford-Essex Street projects with the Massachusetts Executive Office of Environmental Affairs (EOEA). The ENF's, filed on June 30, 1986, describe the proposed Parcel 18 project at the Ruggles Street Station on the Southwest Corridor in Roxbury and the Kingston-Bedford-Essex Street projects on the periphery of Chinatown. In addition, the ENF's identify how these projects will affect surrounding areas. This is the first step in the environmental review process. The next step is to hold meetings with community residents to determine the contents, or the scope, of the Environmental Impact Report (EIR) which must be prepared for each project.

The BRA is responsible for preparing the Environmental Impact Reports after the state and the community have decided just what the scope of each report should be. Two environmental consultants, WCH, Inc., a minority firm, and Sasaki Associates have been hired by the BRA to prepare the environmental reports. These draft reports will describe the proposed project, look at possible alternatives, identify impacts on the environment and consider those reasonable measures which might be taken to reduce negative impacts from these projects on the Chinatown and Roxbury communities.

The environmental review process is one of several vehicles for community involvement in this project. While the fundamental concepts of Parcel to Parcel Linkage have been established through community dialogue over the last year, and are described in the next section, many decisions remain to be made. Choices such as scale and density, the form and distribution of community benefits, as well as the ultimate selection of developers, will require the community to provide the BRA with its informed opinions. The BRA has provided the Chinatown and Roxbury neighborhoods with funding which they may use to help them address these questions. It is vital to the success of the Parcel to Parcel Linkage program that the two neighborhoods guide us in shaping the final project.

MAJOR PARTICIPANTS

BRA - The Boston Redevelopment Authority. The BRA is the City's planning and renewal agency. It is acting as development agent for the MBTA and the City of Boston on Parcel 18 and for the City of Boston on Kingston/ Bedford-Essex Street Lot.

MBTA- or the T The Massachusetts Bay Transportation Authority.

The MBTA's main job is to run the mass transit system for metropolitan Boston. It built the $750+ million Southwest Corridor where the new Orange Line, commuter railroad and Amtrak lines will run.

There was extra land left over after the Corridor was built. In some cases the T is itself offering these parcels for development; in others it is working with other agencies. In the case of Parcel 18, the largest piece of left-over MBTA land, it has agreed to have the BRA act as its development agent.

CNC - The Chinatown/South Cove Neighborhood Council.

The CNC is a 21-person body appointed by the Mayor with members from a majority of Chinatown groups and associations. It was established relatively recently to act as the official representative of Chinatown to the City and liaison between the two. As the recognized community advisory group, the CNC will be the main representative of Chinatown's interests in all aspects of planning and development of the Kingston/ Bedford-Essex Street projects.

Members of the CNC are associated with the following organizations:

Castle Square Association
Chinatown Housing and Land Development Task Force
Chinatown Progressive Association
Chinese American Civic Association
Chinese Consolidated Benevolent Association
Chinese Economic Development Council
Josiah Quincy School Council
Mason Place
Massachusetts Association of Chinese from IndoChina
South Cove Community Health Center
South Cove YMCA
Tremont-on-Common Residents Association

MEPA PROCESS

SCOPING SESSION

The Environmental Impact Report process, simply put, is the most effective way for community residents to be active participants in shaping the projects, and to see that it is carried out so that they do not have adverse effects on the community.

That's why it is important for residents of these communities and other interested parties to attend meetings that are usually called scoping sessions. The scoping sessions provide opportunities for community residents, whether in Chinatown or Roxbury, to learn more about these projects and how these projects can benefit the respective communities. Two scoping sessions have been scheduled, one for each community. The Chinatown meeting is scheduled for Monday, July 28, and the Roxbury meeting for August 5. See Notice on cover for place and time.

MEPA Review

The entire environmental review is carried out under a state law known as Massachusetts Environmental Policy Act, or MEPA. This law establishes a public review process for evaluating activities which may cause harm to the State's environment. It also requires that potential measures to mitigate or reduce that harm be described and analyzed.

For large development projects such as Parcel 18 and Kingston-Bedford-Essex, MEPA regulations require the preparation of an Environmental Impact Report (EIR). The EIR is a public document which describes in detail the potential impacts of a project on the environment and ways negative impacts will be minimized. The exact concerns that must be covered in the EIR are determined by the state after a public scoping session.

The purpose of environmental reviews is to provide sufficient information about proposed projects to make sure the state has adequate information on the impacts of those projects before granting approvals or providing funding.

TASK - FORCE

The Parcel 18 Task Force

The Task Force was established over 10 years ago to coordinate the activities of city and state agencies and private organizations and institutions related to the planning and development of Parcel 18 and to represent the Roxbury community and to be a liaison to it, on all Parcel 18 issues. It has played a major advisory role during this time to the MBTA, and more recently to the BRA, on Parcel 18 development issues. It will continue as the recognized community advisory group on Parcel 18 issues.

The parties who have joined together in the Parcel 18+ Memorandum Agreement formalizing their relationship are:

Commonwealth of Massachusetts
Governor's Office of Economic Development
Executive Office of Transportation and Construction
Massachusetts Bay Transportation Authority
Massachusetts Department of Public Works

City of Boston
Boston Redevelopment Authority

Northeastern University

Community Development Corporation of Boston
Lower Roxbury Development Corporation
Greater Roxbury Development Corporation
Roxbury Action Program
Mission Hill Extension
Whittier Street Tenant Policy Council
United Neighborhoods of Lower Roxbury

Parcel 18 Task Force meeting

PARCEL TO PARCEL LINKAGE

WHAT IS THE PARCEL TO PARCEL LINKAGE PROGRAM?

Boston is a city experiencing vigorous growth and economic expansion in its downtown area. Unfortunately, residents of Boston's neighborhoods have not fully shared in the city's prosperity. Mayor Flynn and the Boston Redevelopment Authority (BRA) are trying to achieve economic justice for all Bostonians by pursuing programs which provide more jobs and greater earning power for neighborhood residents.

One program proposed by the Mayor and BRA is known as parcel to parcel linkage. Under this program the City (and the State) will designate developers for certain downtown projects, but developers designated for the downtown sites must simultaneously develop certain publicly-owned land in the city's neighborhoods. Parcel to parcel linkage is a way to ensure that the same economic vitality so apparent in downtown Boston is channeled into the neighborhoods.

In addition, the City will require that the developer designated for these parcel to parcel linkage projects include partners consisting of local community development organizations, minority businesses, or neighborhood residents themselves. That means parcel to parcel linkage will provide new business opportunities for people who have thus far been excluded from Boston's development economy.

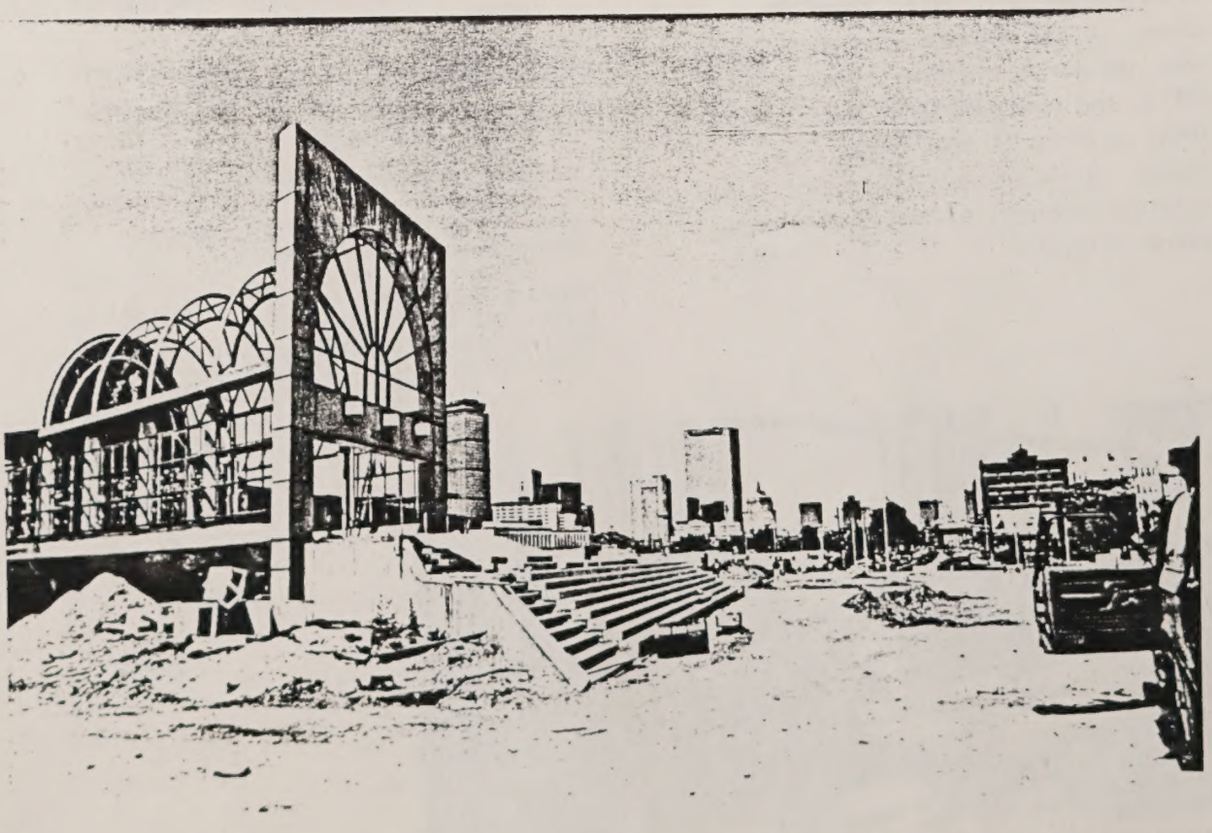
The joint development of Parcel 18 in Roxbury and the city's Kingston-Bedford garage and adjoining Essex Street parking lot is the first project under the Parcel to Parcel Linkage Program. The garage and parking lot are located in Boston's booming downtown. When it offers these sites for development, the City can expect intensive interest from developers. It can also expect to command a substantial price for the development rights.

The Roxbury site is strategically located on a major new public transportation node as well as a key intersection of a cross-town road and a radial artery. Over 5 acres of publicly owned land are available to create a major commercial center which can capture that portion of the office space demand which is presently leaving downtown Boston for suburban localities. If Boston can capture this office space in its neighborhoods, it can create dramatic new employment opportunities for its residents.

To achieve this goal requires the linkage of Parcel 18 with the downtown site. Strong development interest in Parcel 18 will be assured by requiring the developer chosen for the Kingston-Bedford-Essex Street downtown site to also carry out development of Parcel 18. In addition, the city is committing up to $15 million from the sales price of the Kingston-Bedford-Essex site to help finance to the development of Parcel 18.

The City will make every effort to see that the development of these parcels reflect the needs and values of Chinatown and Roxbury. For instance, the BRA will not entertain any development proposals for Kingston-Bedford which might overwhelm the scale of the adjacent Chinatown community. The city can make sure these projects have a positive effect on the respective neighborhoods by establishing certain conditions for developer selection.

First and foremost, the BRA will solicit developer interest by a Request for Qualifications (RFQ) from minority and community-based development teams. The team (or teams) selected must be made up of minority



View past Ruggles St. Station to Back Bay and Downtown skyline

development partners and community-based organizations representing diverse community interests and a range of minorities. Roxbury and Chinatown residents must be strongly represented. That is a basic requirement of this program.

Of even greater importance, the selected team (or teams) will be assured of at least 30 percent equity participation in development of both the downtown and neighborhood projects. Of this 30 percent, one-third must involve community-based organizations such as Community Development Corporations and community service organizations.

The 30 percent participation in these developments by minority developers and community organizations will guarantee that benefits from these projects flow directly into the communities of Roxbury and Chinatown.

Once minority and community-based partners are chosen, the BRA will solicit proposals for development. The final development team will be selected based on criteria which consider, among other things, prior development experience, proposed community benefits, and an enhanced role for the community-based partners.

The Chinatown/South Cove Community Neighborhood Council and the Parcel 18+ Task Force will play a role in the selection of the final team.

The proposal chosen must contain a comprehensive plan to provide opportunities for Minority Business Enterprises (MBE's). The developer must also make commitments to fund housing development in the two communities and to provide funding for other community programs. They must also have a plan for employment and employment training of neighborhood residents.

To assure that the two neighborhoods play a crucial role in the environmental review, and development review processes, the BRA is providing $50,000 to each of the standing neighborhood reviewing bodies for their respective neighborhoods, the Parcel 18+ Task Force, and the Chinatown/South Cove Neighborhood Council. Through these bodies, community input will help refine the first Parcel to Parcel Linkage project. Input from each community will help decide the distribution of benefits among job creation, housing or funding for community programs.

What is the Parcel to Parcel Linkage Program then? It is a pioneering effort to capture the economic power of a city-owned downtown site by linking it with a neighborhood site to assure community ownership, and involvement, and to ultimately achieve dramatic new neighborhood economic growth in both Roxbury and Chinatown.

Kingston/Bedford site from Essex St.

Monies for training programs will become available as soon as the selected developer is issued a building permit. Planning for employment training has already started. The Parcel 18+ Task Force has convened most of the agencies that are presently providing employment training in the Chinatown and Roxbury communities. Together with labor and job training experts at Northeastern University, the Parcel 18+ Task Force will identify job training strategies coordinating existing employment training agencies to ensure a pool of job-ready residents when the Kingston-Bedford/Parcel 18 projects are completed.

Q. Language is a significant barrier to employment, particularlyin Chinatown. Will employment training also include language skill development for those who need it?

A. Yes. Language training for non-English speaking residents can be provided through job linkage funds. The Chinatown/South Cove Neighborhood Council and the Parcel 18+ Task Force are committed to working with the BRA to identify service agencies that have been successful in training non-English speaking residents of their respective communities and to insure that the successful development team implement language training programs.

Q. How are the MBE's to become participants in the Kingston-Bedford-Essex and Parcel 18 projects?

A. This first Parcel to Parcel Linkage Project has been designed to insure significant MBE participation. The first step is to solicit responses from minority developers and minority business enterprises. Step one is a very important aspect of the competition process as it sets the stage for MBE participation. The team or teams ultimately chosen to be project developers will be selected, in part, by their plan to increase opportunities for minority business participation. In step two, the BRA will compile a list of MBE's who are interested, available and qualified (based on SOMBA's standards) to contract for the minimum 30% participation required by this first parcel to parcel project. This exercise will ensure the availability of a qualified pool of MBE's available to Kingston-Bedford/Parcel 18 development team (or teams).

Q. What exactly is a Minority Business Enterprise?

A. For the purpose of implementing the 30% participation objective, Minority Business Enterprise is defined according to the State Office of Minority Business Assistance (SOMBA). Minority Business Enterprises wishing to be listed in the clearinghouse program must be SOMBA certified or must submit an application to SOMBA for certification concurrently with their clearinghouse submission to the Authority.

Q. How well can the MBE's in the Asian Community take advantage of the 30% participation requirement given that these are only a few MBE's in the Chinatown community?

A. The 30% MBE participation will be carefully monitored to assure that the developer has made a "best faith effort" to implement this requirement. To encourage Chinese MBE participation, a clearinghouse listing will be developed by the BRA in participation with the Chinatown/South Cove Neighborhood Council. Moreover, developers will be judged on the creativeness of their ideas submitted to identify and facilitate the maximum level of MBE participation.

Q. Will local businesses have opportunities to rent space in these two developments at affordable rates?

A. Given the levels of subsidy proposed for these projects, up to 50,000 square feet on Kingston/Bedford and approximately 100,000 square feet on Parcel 18 will be made available to community businesses at affordable prices.

EDITOR'S NOTE

This report in many instances refers to linkage contributions by developers to promote low and moderate income housing development in the city and impacted neighborhoods. In a recent Superior Court opinion, Bonan, et al v. Massachusetts General Hospital, the Court characterized linkage as a tax and found Article 25 a nullity. The city has appealed this decision, and expects to be vindicated. If necessary, corrective legislation will be filed with the state legislature. In any event, the public and interested developers should assume that housing and jobs contributions are conditions precedent to developer designation for any project in the parcel to parcel linkage program.

PARCEL DESCRIPTION

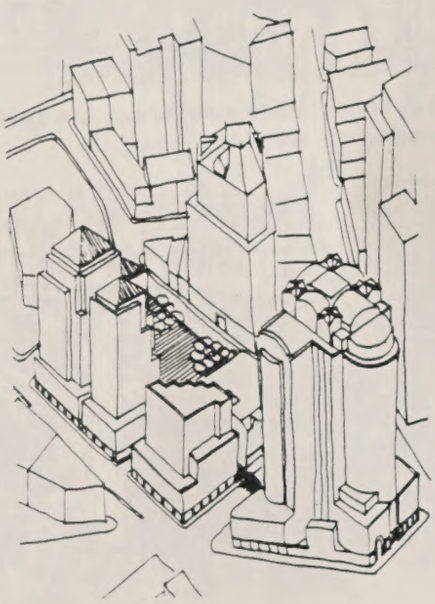
KINGSTON-BEDFORD/ESSEX STREET

KINGSTON/BEDFORD-ESSEX STREET
PROJECT DESCRIPTION

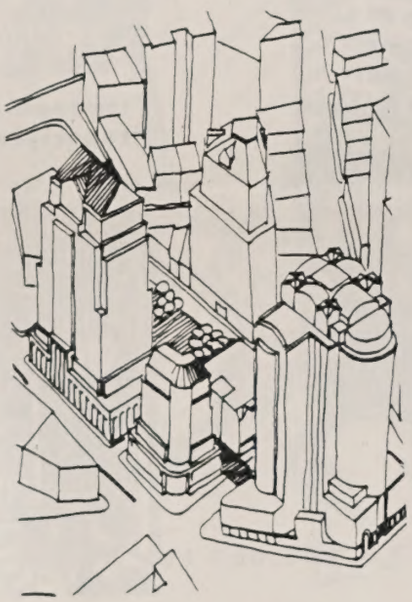
The Kingston/Bedford-Essex Street development project envisions the redevelopment of two city-owned parcels located on the periphery of the financial district of downtown Boston. A major multi-use project proposed for the sites could include office, retail, hotel and residential uses in either one or two mid- or high-rise buildings. A landscaped public plaza offering street life and pedestrian amenities may be created by closing Columbia Street.

The Kingston/Bedford and Essex Street parcels lie in a corridor that separates Boston's financial district from the Chinatown neighborhood. With these parcels exists the opportunity to plan the development of a large area of downtown; to control through design standards the form and uses of the buildings to be developed, with the objective of creating a truly urban place: a Boston Square. The creation of a public open space, the inclusion of active ground floor uses such as hotel lobbies and retailing, the proper distribution of height and massing to limit negative environmental impacts and the addition of an underground garage to ease the parking problems in this area are all key elements to the planning and design of any development in this corridor. Chinatown houses one of Boston's oldest neighborhoods and a thriving economy and culture. An overriding concern of design consideration on this site will be to maximize community benefits and minimize adverse impacts on this unique neighborhood.

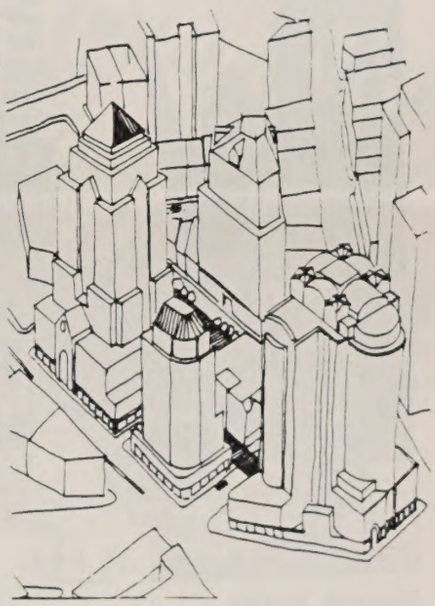
The scale of development is to be limited. Three alternatives of height and mass will be analyzed to establish the appropriate relationship of sound design and benefits to the community. The height limits and square footage to be considered for the Kingston-Bedford garage site are:



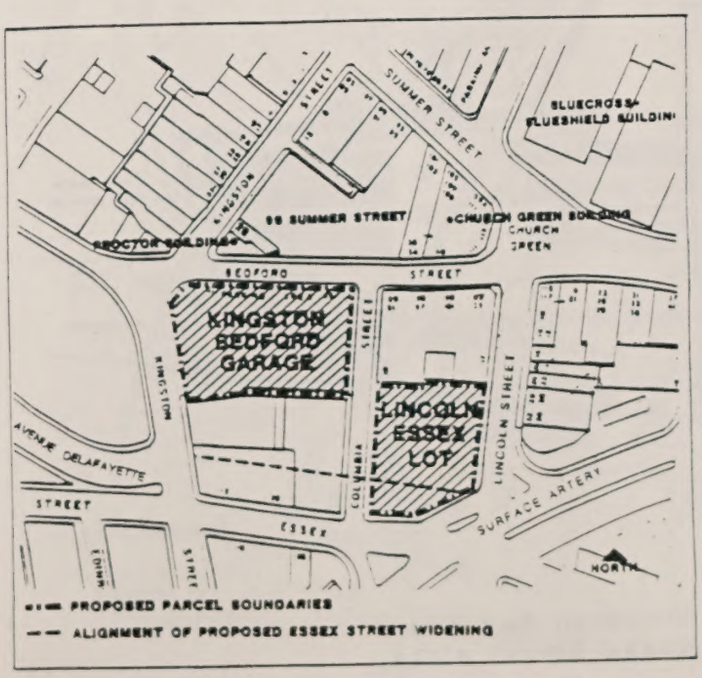
250 ft. and 450,000 s.f.



325 ft. and 575,000 s.f.



400 ft. and 700,000 s.f.



KINGSTON/BEDFORD-ESSEX STREET
INFORMATION

Kingston/Bedford Garage:

Size:	27,400± sq.ft.
Ownership:	City of Boston
Present Use:	750 car garage
Development Site:	1 site or may be combined with Essex Street
Proposed Uses:	Office/Retail/Residential Not to exceed 700,000 sq.ft. 600-800 underground garage to serve both sites

140 Essex Street

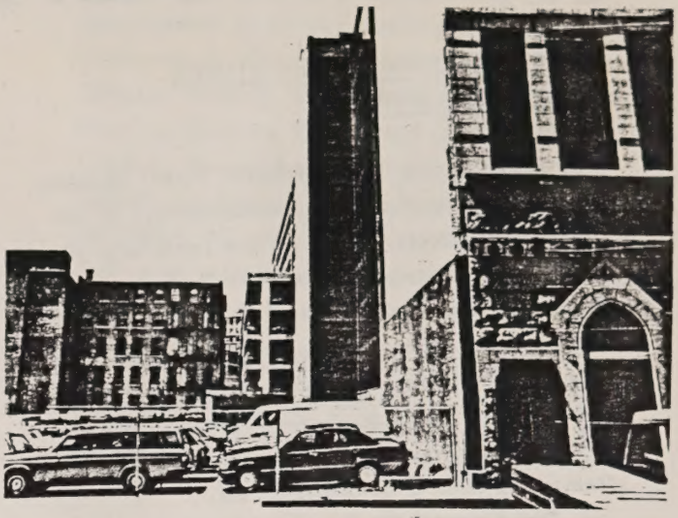
Size:	20,750± sq.ft.
Ownership:	City of Boston
Present Use:	78 car parking lot
Development Site:	1 site or may be combined with Kingston/Bedford
Proposed Uses:	Office/Retail/Residential/Hotel 600-800 car underground garage to serve both sites

Kingston/Bedford Development Alternatives

	Height	Massing
o	250 ft. and	450,000 s.f.
o	325 ft. and	575,000 s.f.
o	400 ft. and	700,000 s.f.

The Essex lot will accommodate a smaller scale of development. The analysis will also include a new underground garage for an estimated 600-850 cars to meet the needs of the new development.

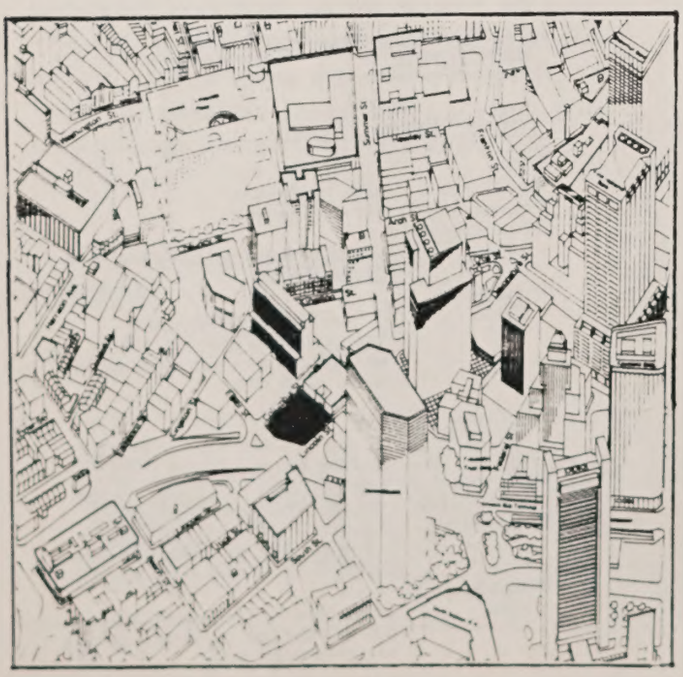
The BRA design staff in conjunction with the consultant team preparing the environmental review and the Boston Civic Design Commission and the Chinese community, will use these concepts and alternatives to guide the planning and design for these parcels.



Proposed pedestrian walkway from Lincoln Properties proposed development

Church Green

Proposed Plaza



Kingston Bedford / Essex Street sites,

PARCEL DESCRIPTION

PARCEL 18

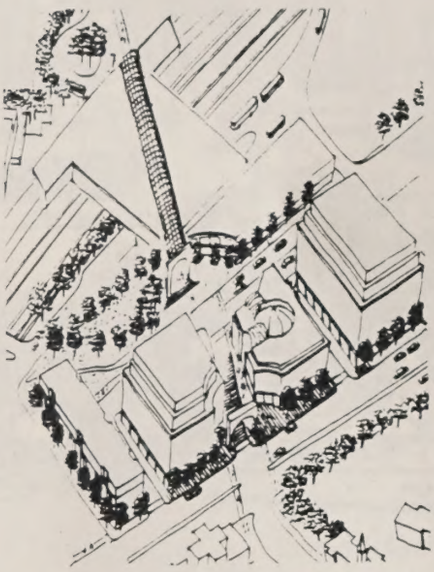
The challenge of developing new buildings on Parcel 18 is to create space for attracting economic and cultural activity to an area of the city where both have been lacking for decades, while creating a project that will be a good neighbor to both current and future users of abutting property.

To achieve these design goals, the development of Parcel 18 will focus attention on the twin public elements of the Ruggles Station concourse, with its grand entry, and the community center. Surrounding these attractions, and benefitting from them, will be modern office buildings, carefully located to take advantage of views and a retail center next to the concourse. Low-rise housing will complement nearby proposed housing sites.

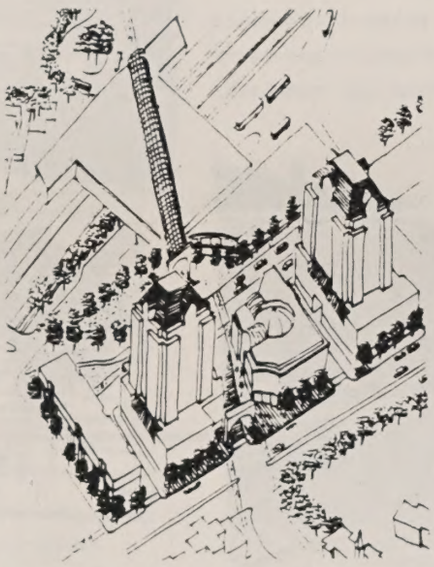
This mix of uses will be evaluated based on alternative height and massing scenarios. Three different alternatives will be studied to determine what scale of development will be possible without negatively impacting the adjacent community. The proposed alternatives are as follows:

Parcel 18 Development Alternatives

	Height	Massing
o	125 ft. and	500,000 s.f.
o	180 ft. and	700,000 s.f.
o	225 ft. and	860,000 s.f.

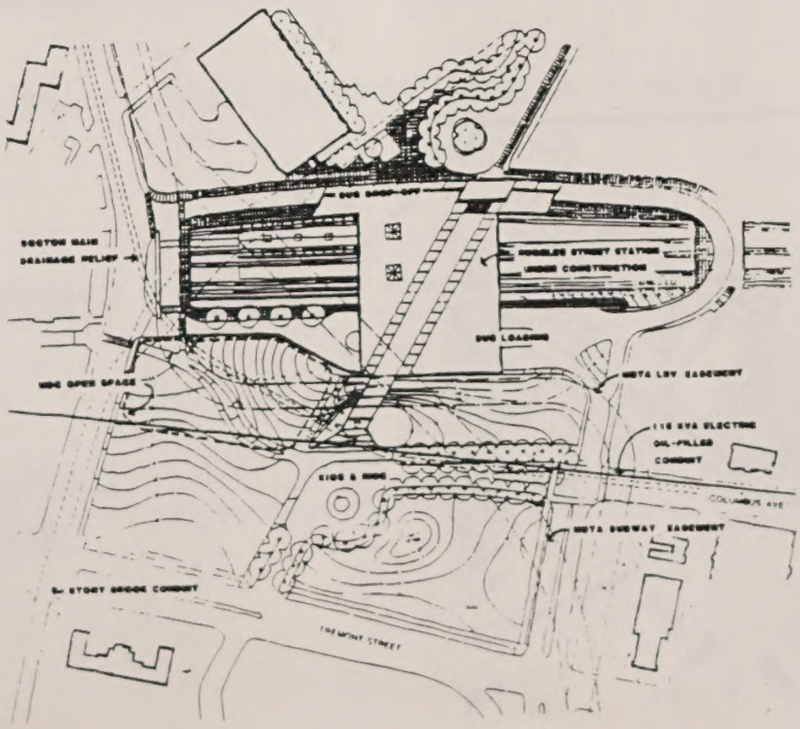


125 ft. and 5000,000 s.f.



180 ft. and 700,000 s.f.

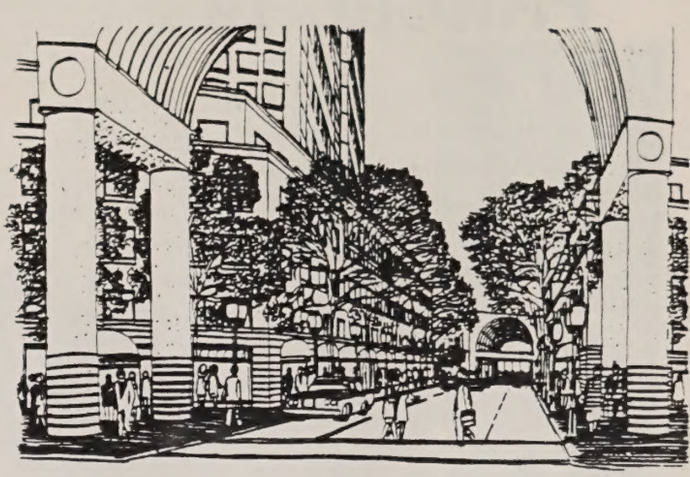
225 ft. and 860,000 s.f.



PARCEL 18 INFORMATION

Size:	246,000± sq.ft. (5.6 acres)
Ownership:	MBTA and BRA
Present Use:	Vacant site; new access road, "kiss and ride" turn around for Ruggles Street being built.
Development Site:	5 parcels (20,000-40,000 sq.ft. each)
Proposed Uses:	Major office center in two buildings (up to 860,000 sq.ft.) Retail space (100,000 sq.ft.) Residential (150-200 mixed income units) Community/Cultural Center (100,000± sq.ft.) Underground Garage (500-1200 cars)

Ruggles Street Station



Again, the combination of the height, mass, and use will be analyzed to determine the development which best meets the design and community benefit goals. The ground floor will continue the active retailing along Tremont Street. This retail will serve the needs of the housing, office and community center clientele of the complex as well as those utilizing the new MBTA station.

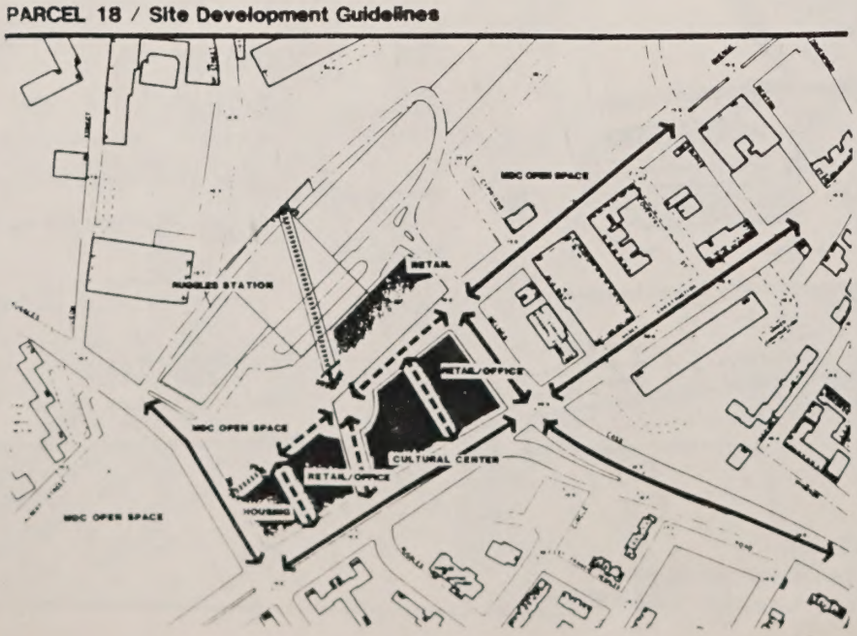
Parking will be located underground so as to provide a clear safe space for pedestrian movement within the site and encourage the use of mass transit for access.

The BRA design staff in conjunction with the consultant team preparing the environmental review, and the Parcel 18 Task Force, will use these concepts and alternatives to guide the planning and design of these parcels.

Tremont Street looking toward Parcel 18

Housing opportunity on Ruggles Street

PARCEL 18 / Site Development Guidelines



COMMUNITY BENEFITS

The Parcel-to-Parcel Linkage Program was put together to assist in the building of neighborhood economies. This involves creating certain expanded opportunities for community residents, contributing to the physical upgrading of the community and providing for a continuing abillty of the community to fund necessary improvements. The overall goal is to develop a strong, vital neighborhood economy which has the following attributes:

- Experienced and well-funded minority developers and Community Development Corporations.
- Highly trained and well-employed workforce.

Dudley Square

Chinatown's ceremonial gateway

- Strong minority business community providing a wide range of goods and services.
- Sufficient housing for low and moderate-income residents, as well as market-rate.
- An attractive and active physical environment.
- A funding mechanism which provides for community improvements over the long-term.

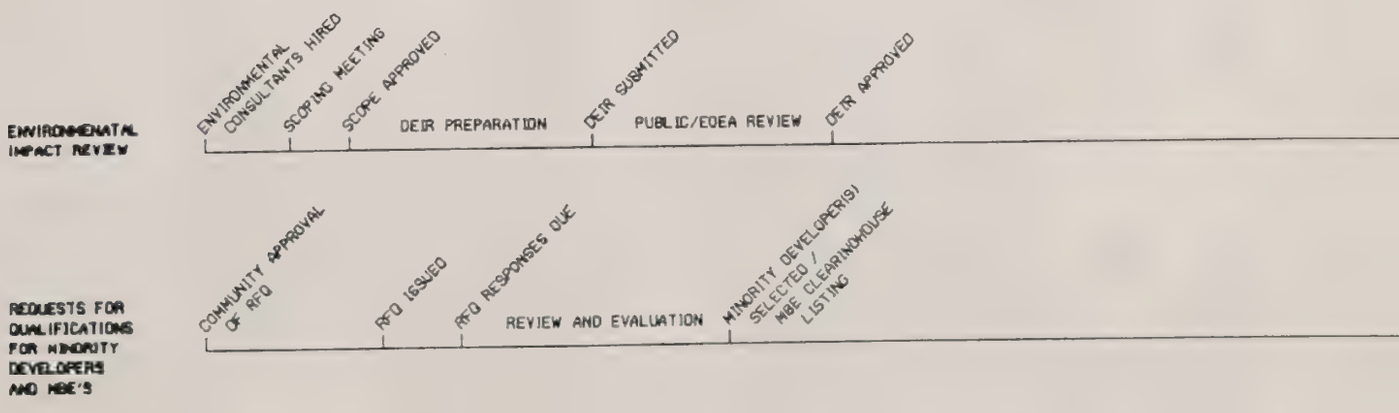
The pin-wheel illustrates the proposed community benefits from these two projects which would contribute to the building of the Chinatown and Roxbury economies.

SCHEDULE

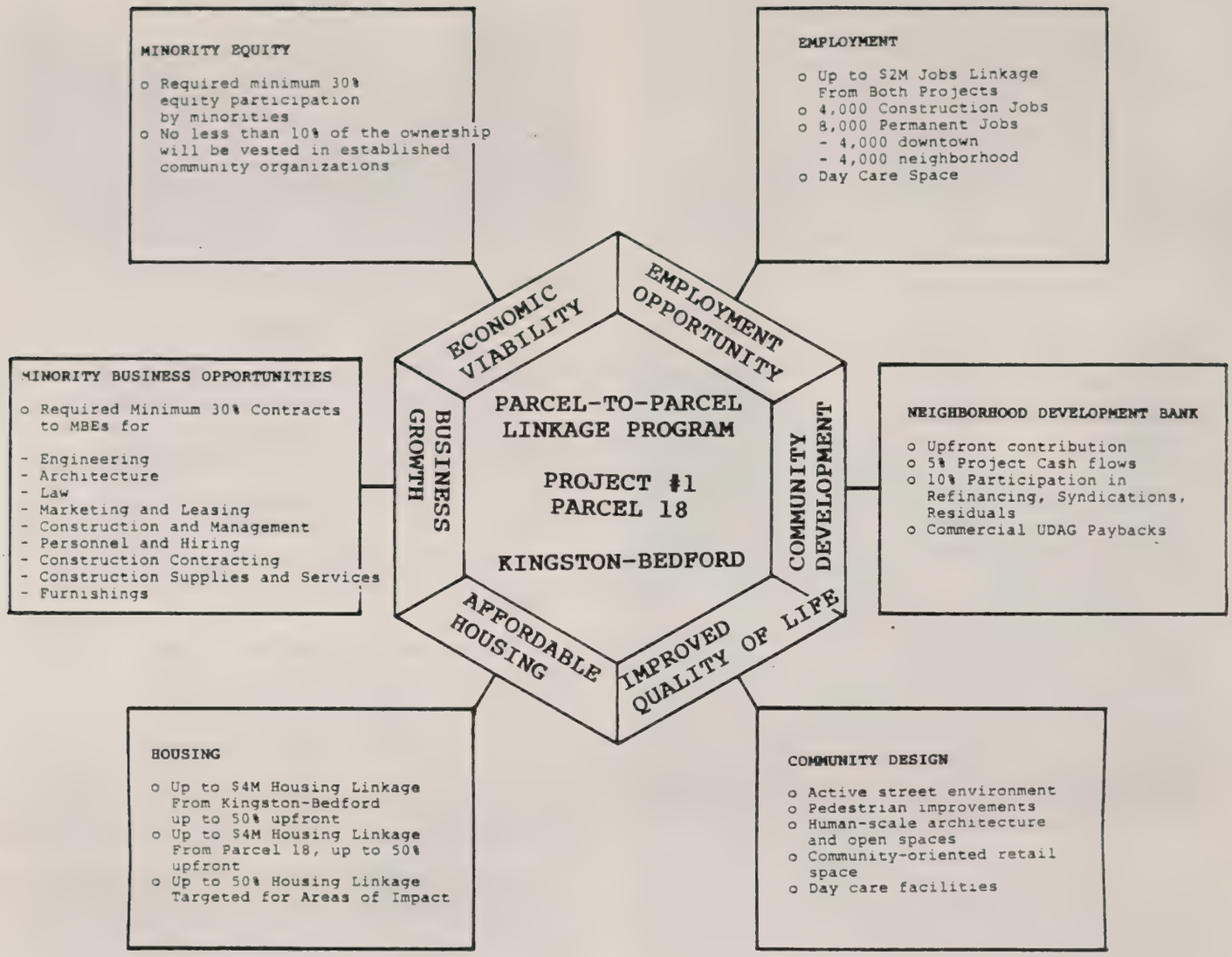
PROJECT SCHEDULE

The Parcel 18 and Kingston/Bedford-Essex Street projects are large and complex undertakings if done separately; linked together they are clearly more difficult. That makes it nearly impossible to set forth an exact schedule for selecting a development team (or teams). However, there is a sense of urgency about moving these projects ahead for a number of reasons, particularly the need to bring benefits to the Roxbury and Chinatown neighborhoods as quickly as possible.

PARCEL 18 - KINGSTON/BEDFORD SCHEDULE OF EVENTS



BUILDING A NEIGHBORHOOD ECONOMY


MINORITY EQUITY
o Required minimum 30% equity participation by minorities
o No less than 10% of the ownership will be vested in established community organizations
EMPLOYMENT
o Up to $2M Jobs Linkage From Both Projects
o 4,000 Construction Jobs
o 8,000 Permanent Jobs
- 4,000 downtown
- 4,000 neighborhood
o Day Care Space
ECONOMIC VIABILITY
EMPLOYMENT OPPORTUNITY
BUSINESS GROWTH
PARCEL-TO-PARCEL LINKAGE PROGRAM
PROJECT #1
PARCEL 18
KINGSTON-BEDFORD
COMMUNITY DEVELOPMENT
AFFORDABLE HOUSING
IMPROVED QUALITY OF LIFE
MINORITY BUSINESS OPPORTUNITIES
o Required Minimum 30% Contracts to MBEs for
- Engineering
- Architecture
- Law
- Marketing and Leasing
- Construction and Management
- Personnel and Hiring
- Construction Contracting
- Construction Supplies and Services
- Furnishings
NEIGHBORHOOD DEVELOPMENT BANK
o Upfront contribution
o 5% Project Cash flows
o 10% Participation in Refinancing, Syndications, Residuals
o Commercial UDAG Paybacks
HOUSING
o Up to $4M Housing Linkage From Kingston-Bedford up to 50% upfront
o Up to $4M Housing Linkage From Parcel 18, up to 50% upfront
o Up to 50% Housing Linkage Targeted for Areas of Impact
COMMUNITY DESIGN
o Active street environment
o Pedestrian improvements
o Human-scale architecture and open spaces
o Community-oriented retail space
o Day care facilities

COMMUNITY INVOLVEMENT

The Parcel 18+ Task Force in Roxbury and the Chinatown Neighborhood Council have been designated as the recognized community advisory groups for Parcel 18 and Kingston-Bedford, respectively. These community advisory groups will lead their neighborhoods in reviewing and commenting on the projects as they move from concept schemes to reality. Community comments will be incorporated into the subsequent stages of development.

Recognizing the importance of the informed and consistent participation of these groups, the BRA will be providing funding for staff and consultant services in the amount of $50,000 for each group. Information will also be distributed through public notices in the Boston Herald, the Sampan and the Bay State Banner. In addition, periodical newsletters will be published by the BRA.

There are four major areas of involvement including the Project Report, the MEPA environmental review process, the RFQ, and RFP.

First, the Parcel 18 Task Force and the Chinatown/South Cove Neighborhood Council have reviewed the draft Interim Project Report issued by the BRA. These comments have been incorporated into the draft RFQ and the recently submitted Environmental Notification Form.

Second, the two leading community groups and other interested institutions and organizations will help establish the scope for the Draft Environmental Impact Report (DEIR). Scoping sessions will be held by the Executive Office of Environmental Affairs in accordance with the Massachusetts Environmental Protection Act on July 28 in Chinatown and August 5 in Roxbury. The sessions will be followed by a comment period. Subsequently, the communities will review and comment on the DEIR and the Final Environmental Impact Report (FEIR) that completes the environmental review process.

Third, Parcel 18 Task Force and the Chinatown/South Cove Neighborhood Council are preparing their written responses to the Draft Request for Qualifications (RFQ) document. This input will modify the RFQ before it is issued. Relatedly, the two advisory groups will participate in evaluating responses to the RFQ.

Fourth, proposals for the majority partner will be issued in the form of Request for Proposals (RFP). The Parcel 18 Task Force and the Chinatown/South Cove Neighborhood Council will also take part in evaluating the proposals and the final selection of majority partner.

Mayor Flynn meets with Chinatown/South Cove Planning Council members

PARCEL TO PARCEL LINKAGE

QUESTION & ANSWER

FREQUENTLY ASKED QUESTIONS ON THE KINGSTON-BEDFORD AND PARCEL 18 PROJECTS

Over the past two years the Parcel 18+ Task Force, the Chinatown/South Cove Neighborhood Council, business persons, activists, and residents of the respective communities have inquired about the goals, objectives, process, and community benefits of the proposed development projects on Kingston/Bedford-Essex Street and the Parcel 18 sites. The following are some of the most frequently asked questions and their answers.

Q. Does the development subsidy for Parcel 18 depend on the size of the development project at Kingston-Bedford?

A. The BRA has determined that sales proceeds from the publicly-owned Kingston-Bedford-Essex sites can generate up to $15 million in financing for Parcel 18, and that this amount, together with other State and City commitments to Parcel 18, will produce a successful project on the Roxbury site. The BRA has therefore capped the amount which the downtown site will contribute the Parcel 18 at $15 million. It has also established height constraints on the site of 400 feet for the Kingston-Bedford garage parcel and 250 feet for the Essex Street lot. The BRA will not consider a more intense development on these sites.

Q. Does 30% equity participation by minority and community teams mean that they have to put up a lot of cash?

A. The 30% equity participation requirement means that the minority team receive at least 30% of the proceeds from the project and hold at least 30% of the decision-making responsibility among the partners. It does not directly determine the amount of cash the team must provide.

However, the BRA has structured the competition for minority developers to try to assure not only extensive community representation, but also that the team has the financial means to be a strong player on the development team. There are many local minority developers who have the financial resources to play such a role.

Q. Will there be only one developer or different developers for each site?

A. The Kingston-Bedford-Essex site has the potential to be developed as either one or two developments. There are potentially five development sites within Parcel 18. It is the BRA's objective to create extensive opportunities for minority developers and community organizations to participate in the linkage project. Depending on the composition and quality of the responses to the Request for Qualifications, it may be desirable to select more than one team. Given these circumstances, thus it is possible that more than one development team could be selected for this first parcel to parcel linkage program.

Q. Will respondents to the RFQ that are not selected to be the community partner for the linkage project be disqualified from the final development team?

A. No. Certainly teams which are not selected in the RFQ process could become members of the final development team.

Q. Can the minority team obtain up to 100% of the ownership of this project?

A. The BRA's requirement for 30% participation is a minimum requirement. We would be delighted if the team which eventually emerges after the RFP phase attains a higher percentage than that.

Q. What kind of minority team is anticipated? What will its community-base be? What is to be the role of community organizations on the team?

A. The purpose of the minority team designation is to assure community influence over the development, to create development capacity in minority and community organizations which have until now been excluded from major commercial development, and to create financial resources through ownership which can be used to stimulate further economic activity in the minority communities.

The BRA is therefore attempting to select a Boston-based minority team which includes representatives of Boston's diverse minority communities. In particular, we want the two communities most affected by the projects, Roxbury and Chinatown, to be strongly represented.

The role of community organizations on this team will be to provide guidance to the project and to receive profits which can be used to further housing development and social service projects.

Q. Is there any provision for neighborhood stabilization?

A. There are no firm positions as to how the housing funds will be used, just an acknowledgement that additional affordable housing is much needed. It is expected and desired that the community will play an important role in suggesting and determining how those housing funds would best be used. New construction, rehabilitation of older units and stabilization of existing units are all options.

Q How can community interests be safeguarded in housing created through linkage funds or other public resources?

A. It is likely that much of this affordable housing will be built and controlled by community-based organizations CDC's or others. Where built by private developers the City will require substantial community participation in the planning and development stages.

Q. As part of a neighborhood-based housing strategy, can a Housing Trust be created for Chinatown and/or Roxbury?

A. Once again, the community will play a major role in deciding how the housing funds will be spent and if a Housing Trust is the community's desire, it will be given serious consideration.

Q. What assurances does the impacted communities have that residents will obtain the jobs created by the Parcel 18/Kingston-Bedford Project?

A. Both the city and the state governments have made the creation of new jobs for local community residents a top priority. As partners in this Parcel to Parcel Linkage program the creation of new jobs is a key objective, particularly for minority residents of Roxbury and Chinatown. Three mechanisms are in place to facilitate the implementation of these objectives: The Boston Residents Job Policy; the Mayor's Executive Order (which extends the Job Policy to private development) and the Job Training Linkage Fund.

The successful winning team for the Parcel 18/Kingston-Bedford Linkage Project must demonstrate plans to accomplish job creation (both permanent and construction) and job training programs for residents of the impacted communities. Moreover, negotiations with the construction trade unions are currently underway to reserve apprenticeships, journeymen training, and construction job slots to accommodate both Roxbury and Chinatown residents.

Q. What kind of jobs and at what levels of employment will residents be able to obtain?

A. The absolute number of jobs will be a function of the size of the projects and the sequencing of the development activities. The Parcel 18 development site has the potential for 860,000 square feet of office space. If developed to this potential, approximately 4,000 new jobs will be created. These jobs, like other Boston office jobs, would have wage and career ladders. Based on the current profile of Boston's office jobs 40% of the potential new Parcel 18 jobs would be professional, managerial and technical, and 60% would be made up of secretarial, clerical and support service and maintenance staff.

Kingston/Bedford-Essex has the potential for 900,000 square feet of commercial office space development and could generate as many as 4,000 new jobs. The kinds of jobs produced will depend on the eventual development use.

Q. Will job training occur within an adequate timeframe to allow residents to access employment opportunities?

A. Yes, the Kingston-Bedford and Parcel 18 project has the potential to generate as much as $2 million in job linkage funds. If matched on a dollar-by-dollar basis by the state or private sector, the potential for successful job training is enormous. A proportion of job training linkage funds will be targeted to train workers for jobs created by the respective projects.